



# Land Use/Agricultural and Farmland/ Public Lands/Relocations and Right of Way Acquisitions Discipline Report

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# SR 502 CORRIDOR **WIDENING**

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION  
I-5 TO BATTLE GROUND

## **FINAL**

### **Land Use / Agricultural and Farmland / Public Lands / Relocations and Right of Way Acquisitions Discipline Report**

*Prepared for:*

**Washington State Department of Transportation**

Southwest Region

11018 NE 51<sup>st</sup> Circle

Vancouver, WA 98682-6686

*Prepared by:*

**Parsons Brinckerhoff**

400 SW Sixth Avenue, Suite 802

Portland, OR 97204

**August 2008**

**Revised September 2009**

*This Project is also referred to as “SR 502/I-5 to Battle Ground – Add Lanes”*

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## **Errata Sheet**

### **Land Use/Agricultural and Farmland/Public Lands/Relocations and Right of Way Acquisitions Discipline Report**

November 2009

Throughout: The “Mill Creek North potential mitigation site” was selected as a mitigation site and purchased by Washington State Department of Transportation (WSDOT) in 2009, therefore the name of this site is now the “Mill Creek North mitigation site.”

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## 1.0 Introduction

The SR 502 Corridor Widening Project is located in north Clark County, Washington along SR 502 (NE 219<sup>th</sup> Street) between NE 15<sup>th</sup> Avenue and NE 102<sup>nd</sup> Avenue. The western terminus of the project area is approximately one mile east of Interstate 5 (I-5) and the eastern terminus is NE 102<sup>nd</sup> Avenue. The project would widen an approximate five-mile segment of SR 502 from two travel lanes to four travel lanes and upgrade several intersections to improve mobility and safety. Currently, SR 502 is a rural, two-lane highway. There is one signalized intersection at SR 502 and NE 72<sup>nd</sup> Avenue. For a more detailed description of the project, see the separate *Revised Description of Alternatives* document (Parsons Brinckerhoff, 2008e).

The purpose of this document is to describe the existing land use / agricultural and farmland / public lands / relocations and right of way acquisitions conditions, discuss effects and benefits the project would have on those resources, and recommended mitigation measures to address adverse effects as needed. The information contained in this discipline report will be used to support the project's Environmental Impact Statement (EIS).

## 2.0 Methods and Data

Sources of information used to determine existing conditions include local comprehensive plans, transportation plans, park and recreation plans, zoning codes, and development regulations including the following:

- *Washington Transportation Plan 2007-2026*
- *Metropolitan Transportation Plan for Southwest Washington (2007)*
- *Vancouver-Clark Parks, Recreation and Open Space Plan (2007)*
- *Clark County Comprehensive Growth Management Plan 2004-2024*
- *Clark County Code* (zoning and critical areas)
- *2007-2012 Clark County Transportation Improvement Program (TIP)*
- *City of Battle Ground Comprehensive Plan 2004-2024*
- *City of Battle Ground Municipal Code* (zoning and critical areas)
- *City of Battle Ground Transportation System Plan 2005-2025*
- *Battle Ground Comprehensive Parks, Recreation and Open Space Plan (2005)*
- *Vancouver Comprehensive Plan 2003-2023*

These sources, along with Clark County's Maps Online Digital Atlas provided information on area land uses, parks and recreational features, and comprehensive plan, zoning, and critical area provisions. Information on the local land uses, parcels, and the setting within the study area were verified using the county tax assessor's website, aerial photography and field visits. Discussions

with County planning staff and information from County, local jurisdictions, and public agency websites provided additional information on existing and planned land uses, development trends, public lands, historic sites, farmlands, and critical areas in the study area. Information from the Washington State Recreation and Conservation Office and discussion with the Clark County Historic Program Administrator provided information on potential 6(f) and 4(f) resources in the study area. Data from the Natural Resources Conservation Service's (NRCS) website and Clark County was used to confirm the presence of prime farmland soils. The WSDOT *Environmental Procedures Manual* provided direction on land use concerns consistent with Federal Highway Administration (FHWA) guidance for environmental document preparation.

County and local transportation and land use plans and development regulations were reviewed to evaluate the project's relationship to and consistency with existing plan goals and policies and implementing regulations. The project's consistency with applicable land use plans and development regulations was also determined through discussion with County and City planners.

Section 4.0 - Effects describes direct, indirect, and cumulative land use effects that would be expected to occur as a result of the project. Potential land use effects were determined by comparing conceptual alignment drawings of the project facilities against known land use information from plans, maps, photos, and field data for the study area. Right of way effects were calculated using design drawings and measurements, along with Clark County tax assessor's data to determine which parcels would be affected by potential acquisitions and relocations. Right of way effects and relocation information is presented in a table format. Conversion of farmland soils to transportation-related land uses were calculated using design drawings, along with GIS farmland soil information from Clark County. Farmland soil impacts are described and the acres of farmland soil converted to transportation use are also presented.

Recommended mitigation measures that could be implemented to avoid, minimize, or compensate for adverse effects are described in Section 5.0 – Mitigation..

Ongoing project coordination is occurring with WSDOT, Clark County, City of Battle Ground, the Washington State Recreation and Conservation Office, FHWA, Southwest Washington Regional Transportation Council (RTC), United States Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA), Washington Department of Fish and Wildlife (WDFW), and the Washington State Department of Ecology.

### **3.0 Affected Environment**

This section describes the affected environment, or existing conditions, within the study area.

#### **3.1 Description of Study Area**

The study area is within unincorporated Clark County and the City of Battle Ground along the SR 502 Corridor, beginning at NE 15<sup>th</sup> Avenue and continuing east to NE 102<sup>nd</sup> Avenue. The study area is 200 feet north and south from the centerline of the roadway. At the intersections of NE 29<sup>th</sup> and NE 50<sup>th</sup> Avenues, the study area extends 500 feet north and south of the intersections and 100 feet east and west from the centerlines of NE 29<sup>th</sup> and NE 50<sup>th</sup> Avenues. At the intersection of NE 92<sup>nd</sup> Avenue, the study area is similar to the other intersections except that for NE 92<sup>nd</sup> Avenue, it only extends north. At the SR 502/NE 72<sup>nd</sup> Avenue intersection, or

Dollars Corner, the study area extends 1,000 feet north and south of the intersection and 3,000 feet east and west of the intersection.

East of NE 92<sup>nd</sup> Avenue to NE 102<sup>nd</sup> Avenue, the study area is within the City of Battle Ground's Urban Growth Area (UGA), and the land on the south side of SR 502 was recently annexed into the City. Exhibit 1 shows the study area and its location within the region.

**Exhibit 1. SR 502 Corridor Study Area**



The study area also includes a parcel approximately six miles south of SR 502 and northeast of the I-205/Padden Parkway Expressway intersection, between NE 88<sup>th</sup> and NE 99<sup>th</sup> Streets, within the City of Vancouver's UGA. Referred to as Sunset Oaks, the 35-acre vacant site would be used as a mitigation site for Build Alternative effects to wetlands within the project area along the SR 502 Corridor. Exhibit 1 also shows the Sunset Oaks mitigation site and its location within the region. In addition to the Sunset Oaks site, WSDOT would also potentially mitigate for adverse effects at a site within the study area referred to as the Mill Creek North potential mitigation site. It is a privately-owned, 68-acre parcel located at the northwest corner of the SR 502 and NE 67<sup>th</sup> Avenue intersection that WSDOT is considering acquiring for a variety of mitigation options. The parcel is currently used for agriculture and has a single family residence.

### 3.2 Existing Land Uses

The general area is characterized by a relatively low population density with few urban features other than the I-5/SR 502 Interchange and the small commercial area of Duluth at the intersection of SR 502 and NE 10<sup>th</sup> Avenue to the west; the City of Battle Ground to the east; and the commercial area at Dollars Corner within the study area. Dollars Corner is centered at the intersection of SR 502 and NE 72<sup>nd</sup> Avenue. Low-density single family residential homes, commercial uses, agriculture and churches are the dominant existing land uses in the study area. There are also a number of vacant parcels that do not appear to be currently utilized in any sort of agricultural capacity. Some parcels are used for multiple purposes – for example, some properties include both a single family home and a business; others include a single family home on a parcel otherwise used for agriculture or a business on a property also used for agriculture. A table of existing land uses within the project area is provided in Exhibit 2. A map of current land uses, based on a site visit and aerial photography, is provided in Exhibit 3.

**Exhibit 2. Acreages of Existing Land Uses within the Project Study Area.**

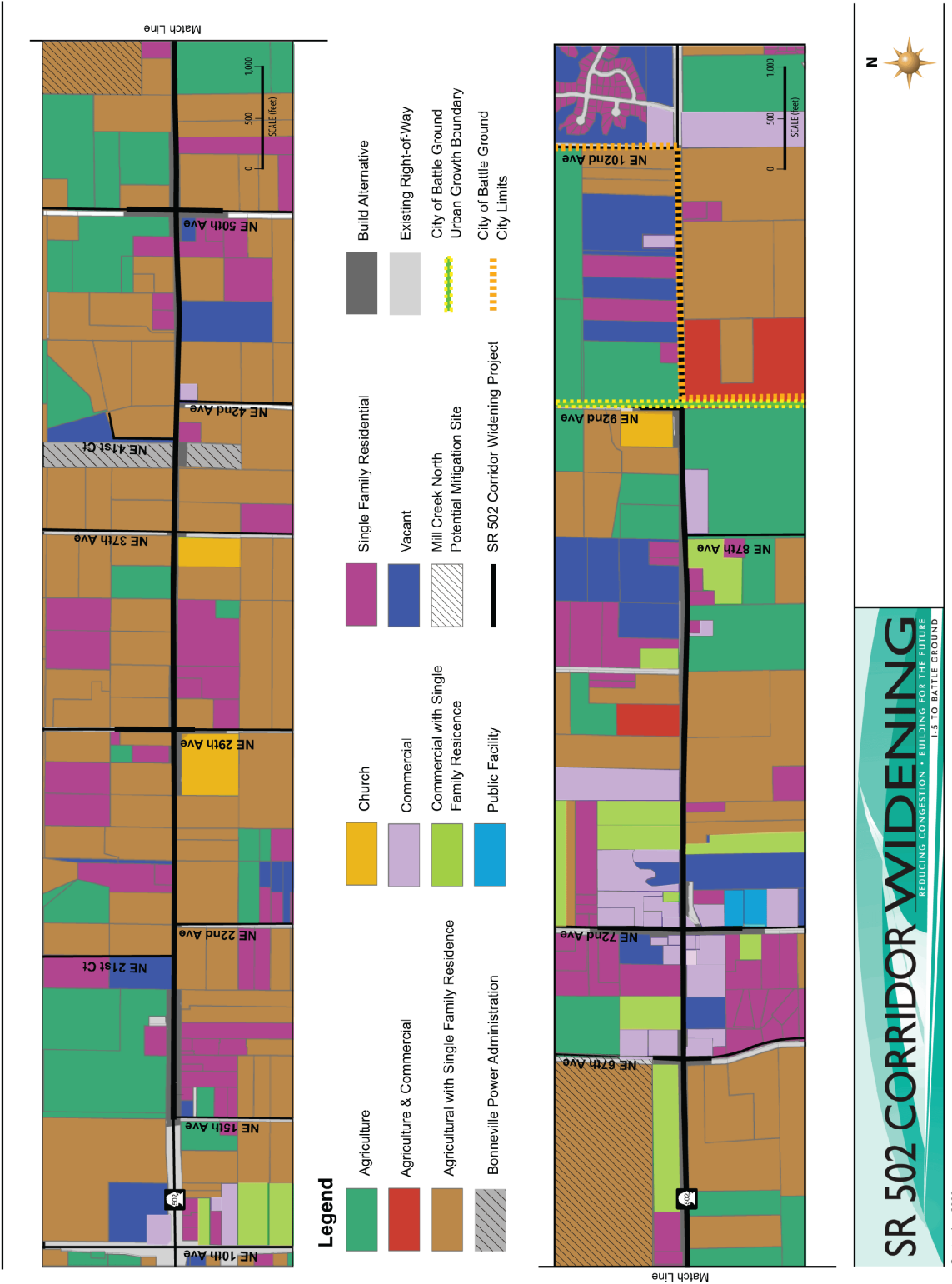
Study Area		
Existing Land Use	Acres	Percentage of Study Area
Agriculture	36	8%
Agriculture and Commercial	8	2%
Agriculture and Single Family Residential	166	38%
Church	4	1%
Commercial	42	10%
Commercial and Single Family Residential	33	8%
Public	4	1%
Single Family Residential	56	13%
Vacant	26	6%
Existing Right of Way	58	13%
<b>TOTAL</b>	<b>432</b>	<b>100%</b>

Site Visit 2008 May 29, Microsoft Live Search Maps.

In September 2007, the City of Battle Ground's UGA was expanded, and the area along SR 502 east of NE 92<sup>nd</sup> Avenue is now designated as part of the City of Battle Ground's UGA. Land on the south side of SR 502 between 92<sup>nd</sup> Avenue and 102<sup>nd</sup> Avenue has since been annexed into the City and is now under the City's jurisdiction. Land uses within the UGA and the City limits are similar to the rest of the study area but because of the recent designation and the new Comprehensive Plan and Zoning designations, transition to more urban land uses in this area will be encouraged by the County and City of Battle Ground.

The Sunset Oaks mitigation site is located in an undeveloped floodway area. Adjacent uses include single-family low-density residential and agriculture. The Sunset Oaks site is presently vacant and not currently used for any specific land use. The Mill Creek North potential mitigation site is located in an area of low-density rural residential and agricultural uses and is presently used for agriculture with a single family residence on the property.

Exhibit 3. Existing Land Uses in Study Area



Approximately 50 commercial businesses are located at the Dollars Corner intersection. Dollars Corner is a rural commercial district within a rural center. According to Clark County's comprehensive plan, rural commercial districts are intended to serve as locations for small businesses and services sized to serve the rural community. Rural commercial districts are located within rural centers or other rural areas. Rural centers are located outside of urban growth areas and urban reserve areas and provide public facilities and commercial facilities to support rural lifestyles. Among the types of businesses in Dollars Corner are a tavern, auto wrecking, gas station, hair salon, service station, gun shop, restaurant, and espresso stand.

Dollars Corner is the only concentrated commercial area along SR 502 within the study area. Residences are spread out along the corridor, and most of the residences and businesses along SR 502 are accessed directly from the SR 502.

Population growth and urban land uses are increasing in the study area. Development trends indicate that growth is still occurring in Clark County—although at a slightly slower rate than a few years ago—and affecting land uses in the study area, through the conversion of agricultural lands to residential and commercial uses, gradually making the area more urbanized over time (Clark County Community Development, 2007). Development in the study area is likely to increase, especially with the recent addition of land between 92<sup>nd</sup> Avenue and 102<sup>nd</sup> Avenue into Battle Ground's UGA and the annexation of land on the south side of SR 502 in this area into the city limits. According to County planners, the area in the new UGA is expected to become more urbanized, and more commercial uses are likely to be developed in the area southeast of the intersection of NE 92<sup>nd</sup> Avenue and SR 502 (Mabrey, 2007). Recent and current development activity in the study area includes a proposed five-lot subdivision and three short plats, according to recent *Clark County Washington Development Projects Weekly Reports* and Clark County GIS data reports (Pearrow, 2007). A Ridgefield Church of Latter-Day Saints is currently being constructed at the southwest corner of SR 502 and NE 29<sup>th</sup> Avenue and development of a large retail development at the southwest corner of SR 502 and NE 102<sup>nd</sup> Avenue is proposed (a pre-application conference was held in February 2008), although a formal application has not yet been submitted to the City. Commercial development has been relatively strong in the study area with a new floor covering warehouse, chiropractic office, solid waste facility, auto body shop, rockery and supply business, and auto clinic developed within the last four years.

### 3.2.1 Areas of Prime Farmland

Statewide planning for resource lands, which include agricultural lands, forest lands, and mineral lands, is a mandate of the Washington State Growth Management Act (GMA). The Farmland Preservation Executive Order (80-01) calls for consideration of farmland preservation and recognizes the role of local government planning in decisions about farmland preservation. The GMA defines agricultural lands as those not already characterized by urban growth and which have long-term significance for commercial production of food or other products (RCW 36.70A170). In Clark County's comprehensive plan, agriculture lands (AG-20) are defined as resource lands with the growing capacity, productivity, soil composition, and surrounding land use to have long-term commercial significance for agriculture and associated resource production. Consistent with the GMA and the Farmland Preservation Executive Order, Clark County's comprehensive plan includes policies that aim for the conservation of such agriculture lands.



The study area is within rural residential, agricultural, and rural commercial zones in Clark County, as well as in a mixed use zone for the portion of the study area within Battle Ground's UGA and in a regional commercial zone for the portion of the study area within Battle Ground city limits. Zoning is further discussed in Section 3.3 - Existing Zoning Designations and Section 3.5.1 - Clark County Comprehensive Growth Management Plan 2004-2024 later in this report. Within the study area, there are approximately 43 acres of land zoned AG-20. However, farms are allowed in other zones, and according to the County there are a number of farms in the county found in R-5 and R-10 zones. Data from a site visit in which current land uses were inventoried shows that approximately 50 percent of the area is currently or has recently been used for agricultural purposes, although most of these properties also include one or more single family homes and are used for residential purposes as well, as shown on Exhibit 3.

Data from the County also indicates that 12 farms and two small tract-timber properties within the study area are enrolled in the County's current use program. The properties enrolled as farms in this program fall in the agricultural, agricultural and commercial, and agricultural with single family residence categories. Three of these farms are located in the portion of the study area recently annexed into the City of Battle Ground – on the south side of SR 502 between 102<sup>nd</sup> and 92<sup>nd</sup> Avenues. The two timber tracts were categorized as vacant lands as they did not appear to have residences on them or have been currently harvested. The current use program provides property tax relief for properties that are currently being used for open space, agricultural, or forestry activities. According to the Clark County Planning Department, there is no farmland protection program currently in place in the County (Kamp, 2007).

For the classification and designation of agricultural lands for comprehensive planning, the quality of soils is the main criteria used. Soils in the county have been surveyed and identified by the Natural Resources Conservation Service (NRCS) of the US Department of Agriculture. The classifications identify the location and extent of soils that are best suited to food, feed, fiber, forage, and oilseed crops.

According to the NRCS soil survey data collected for the study area, there are approximately eight soils through which the alignment directly passes and 10 soil types found within the study area. The survey also identifies the rating of the soil. Soils are rated according to whether they are not prime farmland, are prime farmland, or are prime farmland with certain qualifications such as "if drained" or "if irrigated." Other classifications include farmland of statewide importance and unique farmland.

The purpose of the Federal Farmland Protection Policy Act of 1981 (FPPA) is to minimize impacts to farmlands and maximize compatibility with state and local farmland programs. Farmlands are classified as prime, unique or of statewide or local importance. As long as the land is not built up-urban land or water, it is subject to the FPPA. Projects are subject to FPPA requirements if they would irreversibly convert farmland to non-farmland and if they receive any federal assistance. Of the 10 soil types found in the study area, seven are classified as prime farmland soils, including those classified as prime farmland soils if drained. In addition to the several active farms, there is also undeveloped land with prime farmland soils in the area. Exhibit 4 identifies the farmland soil types, rating, acres of prime farmland soils found within the study area, and acres of prime farmland soil currently used for agriculture. Exhibit 5 shows

where the soils are located. More detailed information on the soil types in the study area can be found in the *Final Soils and Geology Discipline Report* (Parsons Brinckerhoff, 2008b).

#### Exhibit 4. Farmland Soil Types, Rating and Presence in Study Area

Study Area			
Soil Type	Soil Rating	Amount Present in Study Area	Amount Currently Used for Agriculture*
Gee silt loam (GeB)	Prime	51 acres	28 acres
Hesson clay loam (HcB)	Prime	40 acres	23 acres
Washougal gravelly loam (WgB)	Prime	37 acres	25 acres
Tisch silt loam (ThA)	Prime if drained	54 acres	52 acres
Lauren loam (LeB)	Prime	6 acres	0 acres
Dollar loam (DoB)	Prime	153 acres	58 acres
Hockinson loam (HuB)	Prime if drained	35 acres	16 acres
<b>TOTAL</b>		<b>376 acres</b>	<b>202 acres</b>

Clark County Office of Assessment and Geographic Information Systems Site Visit 2008 May 29, Microsoft Live Search Maps.

Note: \* = Includes lands in the following existing use categories: Agriculture, Agriculture and Commercial, Agriculture and Single Family Residential.

For any prime farmland that would be converted to nonagricultural uses, WSDOT must ask the NRCS to establish a farmland conversion impact rating score for the project. This score is used as an indicator for WSDOT to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level, and is documented on an NRCS form entitled "NRCS-CPA-106". The completed form will be attached to the project's Final EIS.

### 3.2.2 Existing Parks and Public Land Areas

There are no parks, special use areas, designated open space, or other type of designated public lands within the study area. There are publicly-owned parcels, but they are not open to the general public or used for recreational purposes. Owners of the publicly-owned parcels include the State of Washington, Bonneville Power Administration (BPA), and Fire District #11. There are two open space properties enrolled in the County's current use program. These properties are privately owned and receive tax relief for their current use status as open space. Both properties have single family units.

According to the 2007 *Vancouver-Clark Parks and Recreation Comprehensive Parks, Recreation and Open Space Plan*, the guiding policy document for the parks and open space areas of the City of Vancouver and Clark County, acquisition of approximately 200 acres for a proposed regional park is planned near the study area, approximately 1.8 miles east of NE 72<sup>nd</sup> Avenue and approximately one-half mile north of SR 502.

#### *Trails & Bikeways*

SR 502 has areas of existing shoulders that function as on-street bicycle and sidewalk facilities, although SR 502 is not designated as a regional trail. In the Vancouver-Clark Parks and Recreation's *Vancouver-Clark Parks Comprehensive Parks, Recreation and Open Space Plan*,

the SR 502 Corridor is identified as having existing on-street bicycle routes. The “Cycling Clark County Washington” bicycle map identifies SR 502 as a “shared roadway” that provides “moderate suitability” for bicycling with “moderate traffic volumes and/or speeds.” The city and county completed a comprehensive trails and bikeway system plan, the *Regional Trail and Bicycle Bikeway Systems Plan*. In that plan, SR 502 between I-5 and the City of Battle Ground is acknowledged as a newly identified trail corridor because of planned bicycle and pedestrian elements along the corridor.

The *Regional Trails and Bikeway Systems Plan* lists a proposed trail that would be within the study area: the North-South Powerline Trail. The proposed, 20-mile regional north-south trail would be equidistant between and parallel to NE 29<sup>th</sup> and NE 50<sup>th</sup> Avenues and would intersect with SR 502. The Build Alternative for the project could potentially help provide access to the future trail, as well as enhancing sight distance for those using the trail. The trail is planned for user groups including pedestrians, bicyclists, and equestrians.

#### *Section 4(f) and 6(f) Resources*

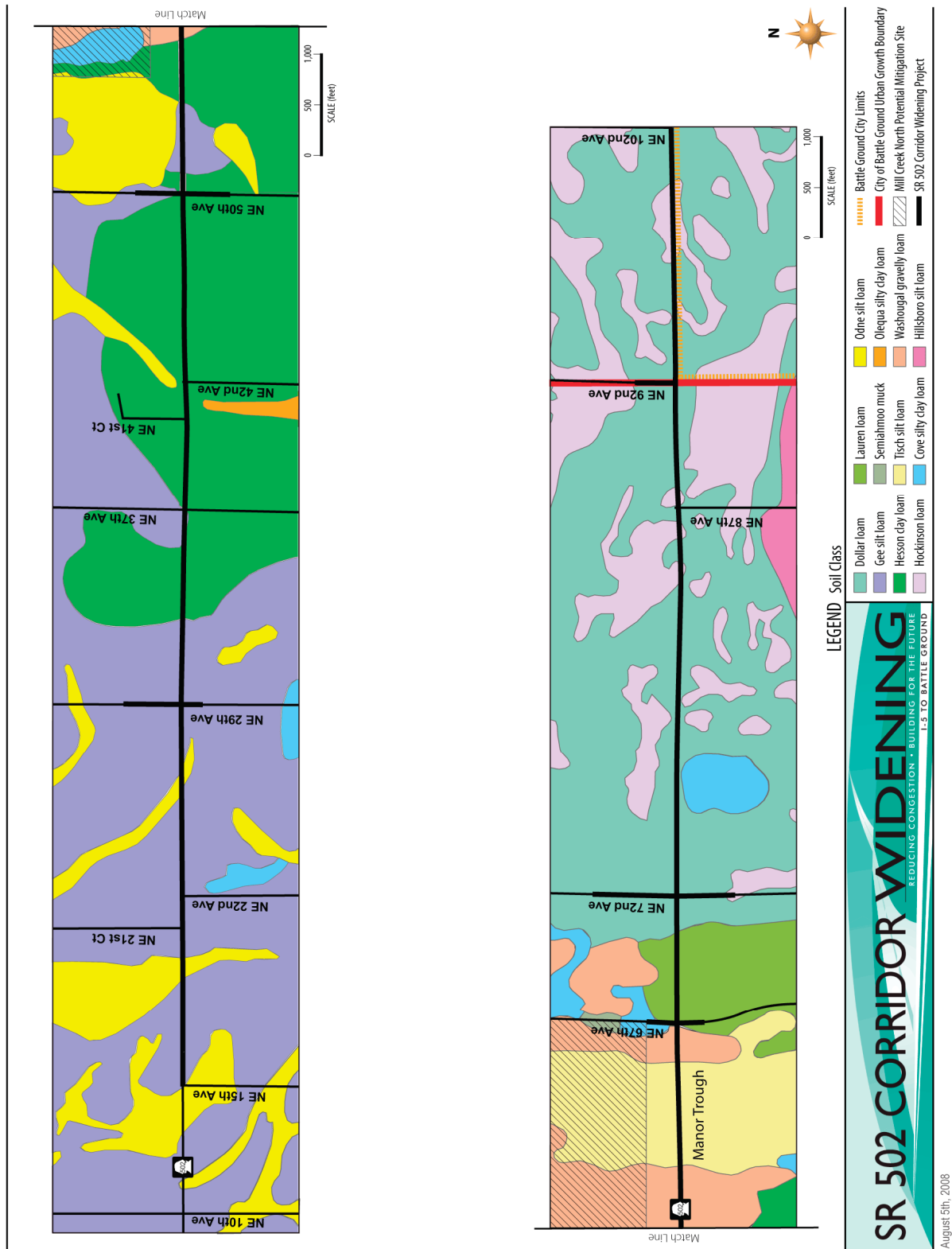
There are no identified Section 4(f) public parkland resources in the study area and no currently listed historic resources in the study area. Six historical resources in the study area are recommended as eligible for listing in the National Register of Historic Places (NRHP) according to an historic resources survey conducted for the *Cultural Resources Study Report* (Held, 2008). The assessment of effect on the eligible historical resources is recommended to be a finding of “no effect” for the Wilson-Heasley House and the BPA Vancouver-Covington Transmission Line. The Blair Farmstead is recommended for a finding of “no historic properties adversely affected.” A finding of “historic properties adversely affected” is recommended for the remaining three NRHP-eligible historical resources, the J.B. Williams House, the Thomas Farmstead, and the Smith Farmstead.

The Wilson-Heasley House has also been identified as eligible for listing on Clark County’s Heritage Register, according to the Clark County Community Development Department.

The historic resources that are eligible for listing on the NRHP are applicable to Section 4(f) of the USDOT Act since the project is eligible for federal funding; therefore, a Section 4(f) evaluation has been prepared.

There are no Land and Water Conservation Fund facilities in the study area (Washington State Recreation and Conservation Office, 2007), and therefore a Section 6(f) evaluation is not required of the project.

Exhibit 5. Soil Types in Study Area



Clark County Office of Assessment and Geographic Information Systems

### 3.3 Existing Zoning Designations

The majority of the study area is within Clark County's planning jurisdiction. "Title 40: Unified Development Code" of the *Clark County Code* designates zoning for the County. Currently, there are seven County zoning designations and two zoning overlays in the study area, including the following:

- AG-20 – Agriculture
- CR-2 – Rural Commercial – inside rural center
- MX – Mixed Use
- R-5 – Rural
- R-10 – Rural
- R-20 – Rural
- RC-1 – Rural Center – 1 acre minimum
- UH-20 – Urban Holding 20 (overlay)
- UH-40 – Urban Holding 40 (overlay)

There is no land in the study area zoned for parks or open space use. The Mill Creek North potential mitigation site is located within the R-20 zone of Clark County.

"Title 17: Zoning" in the *City of Battle Ground Municipal Code* designates zoning for the City of Battle Ground. The portion of the study area between NE 92<sup>nd</sup> Avenue and NE 102<sup>nd</sup> Avenue on the south side of SR 502 was recently annexed into the City of Battle Ground and is now under the City's planning jurisdiction and is zoned as:

- RC - Regional Commercial

The land zoned MX in the County is within the City of Battle Ground's UGA, but has not yet been annexed into the City. At such a time that it is annexed into the City, it will be zoned MU-E – Mixed Use - Employment.

The Sunset Oaks wetland mitigation site is located in the County's R1-6 (residential) zone within the City of Vancouver's UGA. Zoning of the Sunset Oaks site is not identified on the City of Vancouver zoning map.

The purpose and description of each zoning designation identified above is provided in Appendix A. The zoning designations and boundaries for the study area along SR 502 are quantified in Exhibit 6 and illustrated in Exhibit 7.

**Exhibit 6. Acreages of Zoning Designations within the Project Study Area.**

Study Area		
Zoning Designation	Acres*	Percentage of Study Area
AG-20	38	9%
CR-2	90	21%
MX	10	2%
R-10	9	2%
R-20	81	19%
R-5	99	23%
RC-1	44	10%
RC (City of Battle Ground)	10	2%
Existing Right of way	50	12%
<b>TOTAL</b>	<b>432</b>	<b>100%</b>

Clark County GIS Data.

Notes:     \* = Existing right of way is not excluded from the acreage since Clark County GIS data includes right of way within zones.  
 There are approximately 58 acres within the 432 acre study area currently dedicated as right of way.

**3.4 Existing Critical Area Designations**

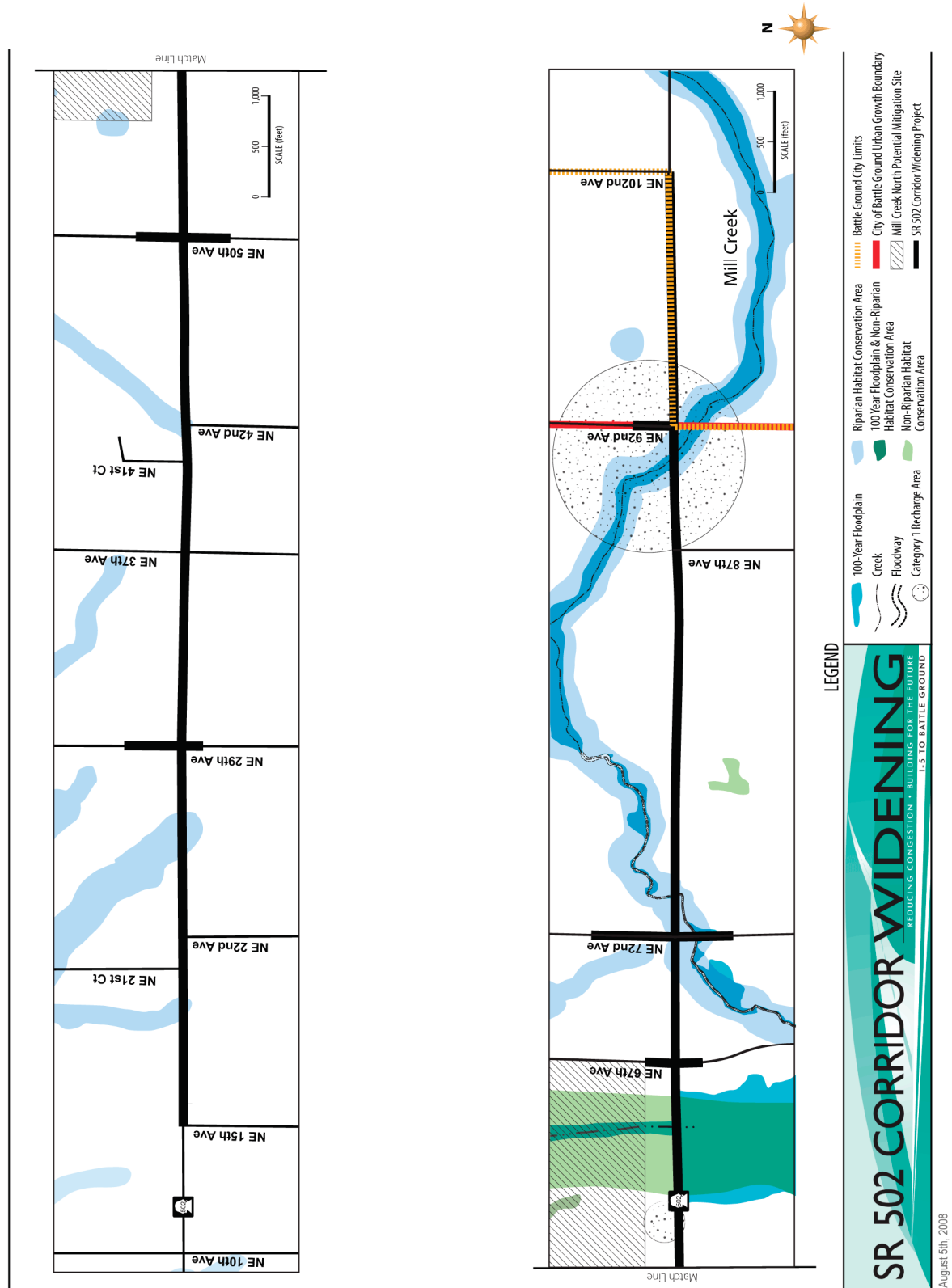
One of the GMA's main goals is to identify and protect critical areas. The GMA requires counties to designate and protect critical areas including critical habitat, wetlands, aquifer recharge areas, floodplains, and geologically hazardous areas. The County's comprehensive plan also includes shoreline and surface waters and scenic areas in its designation of critical areas. In Clark County, critical areas are mostly protected through programs and policies that are regulatory or incentive based, including the Shoreline Master Program, floodplain, wetlands and habitat conservation ordinances, and prohibitions against the placement of structures within designated unstable slope areas. The County has ordinances for each of these critical areas found in *Subtitle 40.4 Critical Areas and Shorelines* of the County code (last amended in 2006).

Critical areas including wetlands, critical habitat, floodplain and critical aquifer recharge areas are found within the study area. The Sunset Oaks wetland mitigation site, which is a designated wetland, is also within a floodway fringe zone. Exhibit 8 shows critical areas in the study area, with the exception of wetlands. A map of wetlands in the study area is included in the WSDOT *Wetland Delineation Report* (WSDOT, 2007b).

A sizeable wellhead protection area is located south of SR 502 and centered on NE 92<sup>nd</sup> Avenue, and two areas of a Category 1 Recharge Areas (or 10-year zone of contribution) that feed into the wellhead protection areas are located within the study area. The first one is centered on SR 502 between NE 50<sup>th</sup> and NE 72<sup>nd</sup> Avenues and the second is centered on SR 502 near where Mill Creek crosses the roadway. Aquifer recharge areas are protected through a combination of ordinances, including the Stormwater and Erosion Control Ordinance (Clark County Code Chapter 40.380, last amended 2007), the Water Quality Ordinance (Clark County Code Chapter 13.26A, last amended 2000), and the Critical Aquifer Recharge Area Ordinance (Clark County Code Chapter 40.410, last amended 2005).



Exhibit 8. Critical Areas in the Study Area



Clark County GIS



There are approximately 74 wetlands within the study area north and south of the SR 502 Corridor, including wetland Categories I through IV. Wetlands in the study area are protected through the County's wetland protection ordinance (Clark County Code Chapter 40.450, last amended 2006). One of the purposes of the ordinance is to promote a no net loss of wetland acreage and functions.

Habitat conservation areas are also found throughout the study area. Most are found north of the roadway. The Sunset Oaks wetland mitigation site is also within a riparian habitat conservation area. Riparian corridors provide significant wildlife habitat, and these critical habitats are regulated and protected through the County's habitat conservation ordinance (Clark County Code Chapter 40.440, last amended 2006). The purpose of the ordinance is to further the goal of no net loss of habitat function.

The county has a floodplain ordinance that places certain restrictions on development within floodplain areas. Flood hazard areas in the county are identified by the Federal Emergency Management Agency (FEMA). Floodway areas are defined by the County's flood hazard area ordinance (Clark County Code Chapter 40.420, last amended 2005) as the channel of a river or other watercourse and land areas within 100 feet, that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. Floodway fringe areas are land areas between the boundary of the floodway and the limits of the 100 year floodplain. The main purposes of the ordinance are to protect human life and health and to minimize damage and risk to public and private property. FEMA has designated 100- and 500-year floodplains, in addition to a floodway for Mill Creek, within the study area. According to the FEMA Flood Boundary and Floodway Map, there is a floodway associated with Mill Creek approximately 500 feet east of NE 72<sup>nd</sup> Avenue (PB, 2007).

Although segments of Gee Creek, East Fork Lewis River, and Mill Creek are designated as streams and rivers constituting shorelines of the state (WAC 173-18-100), those segments are outside of the project study area. Consequently, there are no designated shorelines within the study area.

### **3.5 Land Use Plans and Development Regulations**

This section discusses local, regional and state planning documents that relate to land use in the study area. Policies and goals from the plans which would be applicable to the project are identified. The project and its consistency with each of the applicable plans and development regulations were reviewed and are discussed in the *Consistency with Plans and Development Regulations* section.

In 1990, the Washington State Legislature passed the GMA to provide a framework for efficient local planning to manage statewide growth at the local level and to maintain the state's quality of life. The act was passed in response to the legislature's recognition that uncoordinated and unplanned growth posed a threat to the environment, economic development, health and safety of state residents. In most years since 1990, the Washington State legislature has readopted the GMA.

The GMA requires certain counties, and the incorporated cities within those counties, to adopt comprehensive plans that comply with state requirements. These plans must accommodate 20-

year growth forecasts prepared by the Washington State Office of Financial Management (OFM). The plans must also coordinate planning for transportation facilities and services to meet existing and future demands resulting from growth and development.

Clark County has adopted a comprehensive plan that meets the mandates of the GMA. This plan is entitled the *Clark County Comprehensive Growth Management Plan 2004-2024* and is discussed below. The City of Battle Ground and City of Vancouver have likewise adopted comprehensive plans in accordance with the GMA. Those plans are also discussed below.

### 3.5.1 Clark County Comprehensive Growth Management Plan 2004-2024

The *Clark County Comprehensive Growth Management Plan 2004-2024* establishes urban growth boundaries around each of the county's existing cities and encourages growth within those areas for several reasons: to prevent sprawl and conserve rural lands, environmentally sensitive lands, and natural resources; to focus development in urban areas where public facilities can be provided efficiently and cost-effectively; and to preserve opportunities for farming and forestry.

The first Clark County comprehensive plan and growth management plan was adopted in 1979. In 1992, following the passage of the Washington State GMA in 1990, the Board of Clark County Commissioners adopted a set of countywide planning policies and developed a new comprehensive plan that was adopted in 1994. An updated comprehensive plan was adopted in August 2004 and took effect in September 2004. Another update was formally adopted by the Board of Clark County Commissioners in September 2007. The most recent update was in response to site-specific requests for comprehensive plan and zoning changes; the need for revised UGAs to accommodate OFM's 2004 20-year population projection; and growth assumption in the 2004 plan being changed from 1.67 percent annually to 2.0 percent annually.

The SR 502 Corridor Widening study area is within seven county and city comprehensive plan designations and one county comprehensive plan overlay (Exhibit 9). The Clark County plan designations include:

- Agriculture
- Rural-5
- Rural-10
- Rural-20
- Rural Commercial
- Industrial Reserve (overlay)

The designations that are within the City of Battle Ground's UGA include the following:

- MU - Mixed Use (property on north side of SR 502, not yet in City limits; will be designated Mixed Use – Employment upon annexation into the City)

- RCC - Regional Center (property on south side of SR 502, within City limits)

Much of the corridor is Rural-5 designated. A sizeable agriculture designation is located on the northwestern edge of the study area and is mostly within an industrial urban reserve overlay designation. Other smaller areas designated as agricultural are found east of NE 72<sup>nd</sup> Avenue, to the south of SR 502. Centered on the Dollars Corner intersection at NE 72<sup>nd</sup> Avenue and SR 502 is an area designated as Rural Commercial. The Sunset Oaks wetland mitigation site is under the County's Urban Low Density Residential comprehensive plan designation, and the Mill Creek North potential mitigation site is within the Rural-20 designation.

The definition and purpose of each comprehensive plan designation in the study area is provided in Appendices B and C.

### *Comprehensive Plan Goals and Policies*

The *Clark County Comprehensive Growth Management Plan 2004-2024* contains a total of 12 elements as well as a chapter on procedural guidelines. Each of the elements has its own set of goals and policies. The goals and policies of at least two elements in the comprehensive plan—land use and transportation—would be applicable to the SR 502 Corridor Widening project:

#### Land Use Element

- Goal 1.3 –Encourage more compact and efficiently served urban forms, and reduce the inappropriate conversion of land to sprawling, low-density development.
- Policy 1.3.1 – Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater intensity in major centers, transit routes, and other areas characterized by both existing higher density urban development and existing urban services. Development and redevelopment should be encouraged to occur with less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where urban services do not yet exist.
- Policy 1.3.6 – Property rights of landowners should be protected from arbitrary and discriminatory actions.
- Goal 1.4 – Land use patterns and individual developments should be locationally and functionally integrated to reduce sprawl, promote pedestrian and transit use and limit the need for automobile trips and to foster neighborhood and community identity.
- Policy 1.4.7 – Higher intensity uses should be located on or near streets served by transit.
- Policy 1.4.8 – Streets, pedestrian paths, and bike paths should contribute to a system of fully connected routes to all destinations
- Policy 1.4.9 – Access to the transit system should be provided



## Transportation Element

- Goal 5.1 – Develop a regionally coordinated transportation system that supports and is consistent with the adopted land use plan
- Policy 5.1.3 - When county Road Projects are designed or transportation improvements are proposed through the development review process, the design of those transportation facilities should be consistent with the current adopted Arterial Atlas, Concurrency Management System, and Metropolitan Transportation Plan
- Goal 5.2 – Develop a multi-modal transportation system
- Policy 5.2.1 – Roadway improvements which provide for additional capacity for the automobile shall include design accommodations for alternative travel modes
- Policy 5.2.7 - A safe and secure walkway network shall be established within urban areas and rural centers
- Goal 5.3 – Optimize and preserve the investment in the transportation system
- Goal 5.4 – Ensure mobility throughout the transportation system
- Policy 5.4.2 – LOS (Level of Service) standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure economic vitality of the region
- Policy 5.4.4 - Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway
- Goal 5.5 – Provide a safe transportation system
- Policy 5.5.1 – High safety standards will be maintained for motorists, pedestrians, and bicyclists through the development, design, and capital improvement process
- Policy 5.5.2 – Pedestrian safety shall be given priority in the design and capital facilities planning process

## *Community Framework Plan*

The *Community Framework Plan* is an element of the *Clark County Comprehensive Growth Management Plan 2004-2024*. The policies in the *Community Framework Plan* guide implementation for the vision of Clark County's future, which encourages growth in urban areas and rural centers. The elements in the *Community Framework Plan* are almost the same as those in the *Comprehensive Plan*, except that the *Comprehensive Plan* contains a schools element while the *Community Framework Plan* does not. The following policies in the *Community Framework Plan* would be applicable to the SR 502 Corridor Widening project:

## Transportation Element

- Framework Plan Policy 5.1.1 – Encourage transportation systems that provide a variety of options (e.g. bicycles, walking) within and between rural centers
- Framework Policy 5.1.6 – Establish connections between Urban and Rural Centers through a variety of transportation options
- Framework Plan Policy 5.1.8 – Encourage a balanced transportation system that can be maintained at acceptable levels of service

### 3.5.2 Battle Ground Comprehensive and Transportation Plan

The *Battle Ground Comprehensive and Transportation Plan* is intended to serve as the guide to growth and development for the city. The plan responds to the GMA, the thirteen goals of the GMA, and its amendments. The original 1995 plan was rewritten in 2004.

The portion of the study area within the UGA and south of SR 502 has been annexed into the City and is designated Regional Center; the area north of SR 502 within the UGA is designated Mixed Use. According to the *Comprehensive and Transportation Plan*, mixed use areas were located in the western part of Battle Ground to provide good access to regional transportation facilities.

The portion of the study area in Battle Ground's UGA also falls within a portion of a special planning district in the City of Battle Ground called the Sand Hill District. Districts were established in the *Comprehensive and Transportation Plan* to foster the identity of certain areas within the City. More detailed planning for the districts will eventually be undertaken, but in the meantime the City has guidelines for development in the districts. The purpose of the district is to encourage the development of a variety of residential densities and a mix of commercial and office uses. To the north of SR 502, development of office and retail activity in a mixed use neighborhood will be emphasized.

The *Battle Ground Comprehensive and Transportation Plan* contains 10 elements: livability; land use; housing; growth management; environment; economic development; parks, recreation, and open space; transportation; capital facilities; and private utilities. The elements that are applicable to the project include the land use, transportation, and livability elements.

#### *Battle Ground Comprehensive and Transportation Plan Goals and Policies*

The following comprehensive plan policies and goals relate to the project:

## Land Use Element

- LUO3.1 - The City will work to insure that all centers within the City work together and provide the appropriate services in the appropriate locations

## Growth Management Element

- Growth Management Goal 2: Future growth is to occur primarily to the west and south of the current city limits and in all directions consistent with the 50-year vision

- GMO2.1 The City will primarily focus future planning efforts to the south and west of the current city limits.

#### Environment Element

- Environment Goal 4: The City will encourage protection, preservation and enhancement of Critical Areas within the city and it's UGA.
- EO4.2 The City will strive to protect Critical Areas from further loss or degradation and to protect human safety and infrastructure investments
- EO4.3 The City will encourage the enhancement and protection of Critical Areas through appropriate development actions and the work of non-profits and community groups
- EO4.4 The City will explore ways to maximize public ownership or other permanent protection of Critical Areas
- EO4.5 The City will coordinate with other local jurisdictions, including Clark County and special districts to protect critical areas.

#### Economic Development Element

- Economic Development Goal 1: The City encourages a strong, independent and broadbased economy in the city
- EDO1.1 The City will work to remain the economic activity center for central Clark County.

#### Transportation Element

- TO1.1 - The City will use transportation improvements to help implement the Comprehensive Land Use Plan
- TO1.2 The City will work to preserve the gateways identified in the 50-year Vision through transportation improvements
- TO1.6 Where possible, the City will build a transportation system that will also provide recreation opportunities for the residents of Battle Ground
- Transportation Goal 2: A transportation system that is safe
- Transportation Goal 3: A transportation system with a variety of transportation options
- Transportation Goal 4: A transportation system that provides for the efficient movement of goods and services
- TO5.1 The City will work to reduce the negative impacts of transportation improvements on the community

- TO5.6 The City will strive to minimize travel time between Battle Ground and the I-5 freeway
- TO5.8 The City will seek to balance motor vehicle mobility with pedestrian, bicycle, and transit accessibility
- Transportation Goal 8: A sustainable transportation system to minimize adverse environmental impacts and encourage environmentally appropriate design and practices

#### Livability Element

- LO2.6 Promote the design of public and recreation spaces and rights-of-way that improve the pedestrian environment and increase the opportunity for social interaction

The *Battle Ground Comprehensive and Transportation Plan* also states in Section 9.5.2.2. Street System Deficiencies that the street system will require a wide variety of improvements to provide the full amenities expected in urban areas (including curbs, gutters, storm drainage, sidewalks, bike lanes, street lighting, and other features).

#### 3.5.3 Vancouver Comprehensive Plan

The Sunset Oaks wetland mitigation site is within Clark County and the City of Vancouver's UGA. The site is within a Residential general comprehensive land use designation according to the *Vancouver Comprehensive Plan*, which is consistent with its UL – Urban Low Density Residential designation by Clark County. Although the Sunset Oaks wetland mitigation site is an area governed by Clark County, it is anticipated that all Vancouver UGA lands will be annexed by the City over a 20-year planning period, and will then be subject to the *Vancouver Comprehensive Plan*.

The *Vancouver Comprehensive Plan 2003-2023* was adopted in 2004 and replaced the previous 1994 plan. The plan includes the following elements: community development; economic development; housing; environment; public facilities and services; and annexation. Because there are no proposed roadway improvements at the Sunset Oaks wetland mitigation site, and only wetland enhancements, the elements that are applicable to the project include the environment and public facilities and services elements.

The following comprehensive plan policies and goals relate to the project:

#### Environment Element

- EN-5 Habitat - Protect riparian areas, wetlands, and other fish and wildlife habitat. Link fish and wildlife habitat areas to form contiguous networks. Support sustainable fish and wildlife populations.

#### Public Facilities and Services

- PFS-30 Open spaces and parks - Provide and maintain parks, open spaces, and recreational services for all segments of the community consistent with adopted level-of-service standards. Facilities and services should support recreational activities,



environmental or historical resource protection, and should preserve and enhance neighborhood identity and function.

#### 3.5.4 Clark County 2007-2012 Transportation Improvement Program (TIP)

The *2007-2012 Clark County Transportation Improvement Program* (TIP) is intended to help achieve the goals and objectives of the county's comprehensive plan. The TIP evaluates and prioritizes possible road improvement projects and assigns available revenues to the projects to achieve the goals of the comprehensive plan. Projects are evaluated based on safety, concurrency, multimodal attributes, route connectivity, environmental impacts, public agency support, support for economic development, and available outside funding. The County is required by law (RCW 136.15.050, rev.) to prepare the TIP and update it annually. The TIP is adopted by the county legislative authority each year and includes all anticipated road and bridge construction projects, capital ferry expenditures, and paths and trails projects for the following six-year period.

The SR 502 Corridor Widening project is not identified as one of the projects in the 2007-2012 TIP because SR 502 is state-owned and maintained. The Clark County TIP focuses spending on county-owned and maintained facilities. Therefore, that project would not be expected to be listed in the Clark County TIP. There is one project on the current TIP that is within the SR 502 Corridor Widening study area and for that reason, along with the fact that county-owned facilities do intersect SR 502, this plan is applicable to the project. The project that is within the study area and on the County's current TIP is:

- NE 72nd Avenue – SR 502 to NE 259th Street

#### 3.5.5 City of Battle Ground Transportation System Plan Update Draft Final Report

The project is included in the *City of Battle Ground Transportation System Plan* (TSP) 2005-2025. The City of Battle Ground's TSP is the guiding document that outlines the established goals, policies, and action strategies for developing the transportation system within the City and its UGA. The city's first TSP was adopted in 1995 along with the comprehensive plan. The TSP was updated in 2000 and 2005. The TSP is intended to identify and support the values of the City regarding transportation and land use, ensure consistency with the Clark County Transportation Plan and the Metropolitan Transportation Plan, and provide a framework for transportation-related decisions.

Several goals stated in the TSP specifically mention SR 502:

- TA 1.4.2. - The City will work with the Washington [State] Department of Transportation to improve the character of SR 502 and SR 503 in a manner consistent with the City's 50-year Vision
- TA 2.3.5. - The City will work with the Washington [State] Department of Transportation to evaluate the speeds and other safety issues on SR 502 and SR 503

The SR 502 Corridor Widening project is listed in the TSP as a recommended transportation system improvement:

- WSDOT Improvements - Medium Range (2011-2015): SR 502 Duluth to Battle Ground city limits: Widen to four lanes with two-way left turn channelization

### 3.5.6 City of Battle Ground 50-Year Vision

In 2000, a community vision process began, which was the first step in the Battle Ground Comprehensive Plan and Transportation Plan Rewrite. The process was developed to create the *50-year Vision* for the community, which would serve as the foundation for future Plan updates and future City policy decisions.

The *50-year Vision* includes Vision Concepts relevant to the project including the following:

- Battle Ground is served by a number of transportation options within and around the city, including an I-5 interchange at 219th, public transit, the Cheletchie railroad and its corridor, and the opportunity to use an airport.
- Transportation access in Battle Ground is provided through a system of trails and local, collector and arterial streets that provide improved connectivity for a range of transportation choices, including automobiles, bicycles, pedestrians, and transit and commuter rail.
- Battle Ground is influenced by the other jurisdictions surrounding it and will work with these jurisdictions to plan for the “area of influence” in a manner that implements the Battle Ground 50-Year Community Vision.
- Gateways to Battle Ground are defined by physical features such as state and regional parks, the East Fork of the Lewis River, Salmon Creek, farmland, rural development, open space, large stands of trees, stream corridors, and environmentally sensitive lands. The City will work with the surrounding jurisdictions to protect these natural boundaries.
- The corridors leading up to the gateways are protected from development that would compromise the feeling of openness and increase traffic congestion. In particular, the city will work with Clark County and other jurisdictions to protect the areas of influence that surround the city, especially the area between I-5 and the western gateway to the city.
- Stream corridors, environmentally sensitive areas, and regional parks help to build identity and are protected, enhanced, and integrated into the fabric of the community and provide needed open spaces, trail connections, and the opportunity to live with a natural environment.

### 3.5.7 Metropolitan Transportation Plan

The SR 502 Corridor Widening project is included in the *Metropolitan Transportation Plan (MTP) 2005 Update*, the region’s principal transportation planning document. The MTP is an effort to develop a regional transportation system to help achieve the land use vision in local comprehensive plans, as well as other goals. The Regional Transportation Council Board of Directors adopted an update to the MTP for Clark County in December 2005 (RTC Board Resolution 12-05-24), and a full update to the MTP will be published following adoption of the update of Clark County’s comprehensive plan.

MTP goals that would be applicable to the SR 502 Corridor Widening Project include the following:

- Maintain, preserve and improve the existing regional transportation system
- Provide a safe and secure transportation system that allows for the movement of people and freight
- Provide an efficient, balanced, multi-modal regional transportation system
- Provide an acceptable level of mobility for personal travel and freight movement throughout the regional transportation network and adequate access to locations throughout the region
- Provide a transportation system that is sensitive to the quality of the environment and natural resources
- Provide a transportation system that reflects community vision and community values

The SR 502 Corridor Widening Project is listed in the plan's Appendix A: "2030 MTP: List of MTP and Local Projects" as an MTP-designated project:

- SR 502 - 10<sup>th</sup> Avenue to Battle Ground - 2 lanes in each direction

Projects listed in Appendix A of the MTP are MTP-designated regional transportation system projects or local projects assumed to be completed by 2030. Improvement projects are included where regional need has been identified in the MTP development process and when there is strong regional commitment.

### 3.5.8 Washington Transportation Plan

*Washington's Transportation Plan 2007-2026* (WTP) is a 20-year plan that identifies transportation goals, needs across the state and strategies for addressing those needs. The document's goals and objectives are developed by WSDOT and the Washington State Transportation Commission based on agency and public input. The *WSDOT Draft Highway System Plan 2007-2026* (HSP) is an element of *Washington's Transportation Plan*. The HSP addresses current and forecasted highway needs, focusing on the established WTP priorities of safety, mobility, health and environmental, and economic vitality goals. The HSP is consistent with the policies of the WTP and guides WSDOT's Capital Improvement and Preservation Program. The 2007-2026 HSP organizes highway improvement strategies into three investment tiers: Tier 1 projects are low-cost projects with a high capital investment return; Tier 2 projects are moderate to higher cost projects that deliver potential network benefits to both highways and local roads; and Tier 3 projects are the highest cost projects that can deliver corridor-wide benefits.

The HSP lists three projects near the SR 502 Corridor Widening study area but none within the study area. The 2007-2026 HSP does not include the SR 502 Corridor Widening project because the HSP is a list of priority future transportation project needs and full funding and future completion of the project was already assumed.

The previous HSP (*The Highway System Plan 2003-2022*) included the SR 502 Corridor Widening project. Rather than by investment tiers, projects in that plan were listed by strategy (mobility or economic) and purpose (congested, urban bicycle, access management, or bicycle touring routes).

Mobility Strategies, Congested, Non-Highway of Statewide Significance

- SR 502: 179<sup>th</sup> Street to Battle Ground west city limits – Widen to 4 lanes

### 3.5.9 State Transportation Improvement Program (STIP)

The *State Transportation Improvement Program* (STIP) is a three-year priority list of federally-funded transportation projects to be built in Washington State. In order for transportation projects to receive federal funds, they must be included in the STIP. The portion of the STIP for southwestern Washington is developed by the Southwest Washington Regional Transportation Council (RTC) through a cooperative and coordinated process involving WSDOT, local jurisdictions, and C-TRAN, the public transit agency for southwestern Washington. As the Metropolitan Planning Organization (MPO) for the region, RTC selects and prioritizes projects programmed in the STIP. In addition to federally funded transportation projects, the STIP includes a listing of all other transportation projects that utilize state and/or local funding sources. The STIP must be consistent with the MTP discussed previously in this section.

The project is listed in the current update to the STIP (2007-2010 STIP):

- SR 502/I-5 to Battle Ground - Add Lanes

### 3.5.10 City of Battle Ground Comprehensive Parks, Recreation, and Open Space Plan

The City of Battle Ground's *Comprehensive Parks, Recreation, and Open Space Plan* (2005) identifies goals, objectives and actions that build a vision for the City's parks and recreation system. The plan is related to the project because of the portions of the study area within the City of Battle Ground limits and the City's UGA.

The document includes broad goals intended to encourage public involvement; the acquisition, development and maintenance of parks, trails, and open spaces; and the preservation of open spaces, conservation, and greenway systems. Goals and objectives for the City's trails system, include the following:

- Goal # 3 Trails (PG3): 3. The City shall seek to provide a safe and accessible community-wide trail system to meet the recreation needs of Battle Ground residents. (ICP)
- Objective 3.1. The City shall work to provide trails that meet the recreation needs of Battle Ground residents. (ICP)
- Objective 3.2. The City shall work to establish a trail system that connects parks, residential areas and commercial areas and helps serve the transportation needs of the residents of Battle Ground. (ICP)

- Objective 3.3. The City shall include trail connections to parks, schools, and other community destinations, as well as commercial areas in its transportation system plan.

### 3.5.11 Vancouver-Clark Parks and Recreation Comprehensive Parks, Recreation and Open Space Plan

The *Vancouver-Clark Parks and Recreation Comprehensive Parks, Recreation and Open Space Plan* is a document that guides the development of parks and open spaces and the enhancement and expansion of recreation programs in the City of Vancouver and greater Clark County. The plan was adopted by the County in 2007 and identifies a number of goals and policies, including the maintenance and enhancement of existing parks and recreation facilities; providing a balanced, comprehensive, and interconnected park, trail, and open space system; and providing diverse recreational opportunities for all residents. The plan is applicable to the project because the study area is located in greater Clark County, and the Sunset Oaks wetland mitigation site is located within the City of Vancouver's UGA.

### 3.5.12 Shoreline Management Master Program

The Clark County *Shoreline Management Master Program* was published in 1974 in response to the Shoreline Management Act of 1971 (Chapter 90.58 Revised Code of Washington), passed by the Washington State Legislature. The act requires local governments to create a system for the administration and enforcement of a permit requirement for shoreline development, to inventory shorelines subject to the act, and to develop a master program for the regulation of shoreline uses. Several wetlands and floodway areas are located within the project area. However, no shoreline resources were identified within the immediate project area. Therefore, the *Program* is not applicable to the project.

### 3.5.13 Title 40: Clark County Unified Development Code

The Clark County Code includes the *Title 40: Clark County Unified Development Code* (UDC), authorized and adopted by the Board of County Commissioners. The UDC applies to all of unincorporated Clark County and includes: 1. Land use zoning districts and use regulations; 2. Development standards for signs, landscaping and screening, parking and loading, transportation and circulation, stormwater, sanitary sewer, and water; 3. Standards for the protection of critical areas; 4. Procedures for the development and division of land, amendment of the code, and processing under the State Environmental Policy Act (SEPA); and 5. Impact fees.

Relevant sections of the UDC include:

*Subtitle 40.2 Land Use Districts.* The land use regulations and zoning maps of the UDC constitute the zoning ordinance and regulations for the unincorporated area of the county. It is the purpose of this title to classify, designate and regulate the development of land for agriculture, forest, residential, commercial, industrial and public land uses as a means of implementing the Clark County comprehensive plan text and map.

*Subtitle 40.3 Design Standards, Chapter 40.350 Transportation and Circulation.* Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended. This chapter applies to

development applications, building permits, and other applications for access to a public road, or to projects within the public right of way.

*Subtitle 40.4 Critical Areas and Shorelines.* This Subtitle regulates critical aquifer recharge areas (CARAs), flood hazard areas, geologic hazard areas, habitat conservation, wetland protection, and the shoreline overlay district. The regulations are intended to protect these resources and public health, safety, and welfare, while fulfilling obligations of state and federal laws.

#### **3.5.14 City of Battle Ground Municipal Code**

The City of Battle Ground Municipal Code, adopted by the City Council, regulates land use in *Title 17 Zoning* and environmental protection in *Title 18 Environmental Protection*.

*Title 17 Zoning.* It is the purpose of the ordinance codified in this title to classify, designate and regulate the development of land for residential, commercial, industrial and public land uses as a means of implementing the Battle Ground comprehensive plan text and map;

*Title 18 Environmental Protection.* This ordinance contains the basic requirements that apply to the State Environmental Policy Act (SEPA) process. It includes provisions for regulation of stormwater control and drainage, erosion control, clearing and grading, wetlands, fish and wildlife habitat conservation critical aquifer recharge areas, geologically hazardous areas, and frequently flooded areas.

### **3.6 Consistency with Plans and Development Regulations**

The following summarizes the consistency of the project No Build and Build Alternatives to the relevant and applicable plans and development regulations described in Section 3.5.

#### **3.6.1 Clark County Comprehensive Growth Management Plan 2004-2024**

The SR 502 Corridor Widening project is needed based on current and projected congestion, collision history and an increasing trend in the rate of collisions. It is anticipated that the project would help improve mobility and safety along the SR 502 Corridor between NE 15<sup>th</sup> Avenue and NE 102<sup>nd</sup> Avenue and improve regional connectivity.

The No Build alternative would result in no roadway improvements and would retain the existing facility. It would not improve mobility, safety, or regional connectivity nor would it facilitate access between I-5, the City of Battle Ground, and other incorporated areas of Clark County targeted for future urban growth. The No Build Alternative would not implement bicycle or pedestrian improvements. As a result, the No Build Alternative would be inconsistent with the *Clark County Comprehensive Growth Management Plan 2004-2024*.

The Build Alternative would be consistent with the goals and policies of the *Clark County Comprehensive Growth Management Plan 2004-2024*. It would improve safety, mobility, and connectivity and would also include pedestrian and bicycle facility enhancements, particularly at the Dollars Corner intersection, thus promoting a multi-modal transportation system in the corridor. The Build Alternative for this transportation project is locationally and functionally integrated with the land use designations of the County and the City and would support continuation of the concentrated commercial area at Dollars Corner. Lands adjacent to SR 502 and currently designated in the *Clark County Comprehensive Growth Management Plan 2004-*

2024 for commercial or mixed-use purposes would use SR 502 for access. C-Tran's #47 Battle Ground Limited Route provides transit access via SR 502 between the Portland Metro area to the south and Battle Ground and Yacolt further north, so while there are no bus stops within the project area at this time, the improvements to this roadway would facilitate movement of transit vehicles, as well as other vehicles.

Transportation studies will look at two different Transportation System Management strategies for the project area prior to adding a general purpose lane – one looking at adding a dedicated left turn lane and additional signal, and one looking at increasing transit capacity and service.

### 3.6.2 Battle Ground Comprehensive and Transportation Plan

The No Build Alternative would be inconsistent with several goals and policies in the *Battle Ground Comprehensive and Transportation Plan* (including the 50-Year Vision and Parks, Recreation, and Open Space Plan) – namely, Transportation Goals 2, 3, 4; TO1.6, TO5.6, TO5.8, LO2.6 – because it would not improve safety, mobility, and connectivity nor would it improve the pedestrian environment.

The Build Alternative would be consistent with all the goals and policies in the *Battle Ground Comprehensive and Transportation Plan*.

Consistent with the *Comprehensive Plan*, the project would improve safety, mobility, and regional connectivity. Bicycle and pedestrian improvements would help provide a balanced transportation system with a variety of transportation options, which supports the City as a strong economic activity center. This alternative also helps provide access for the areas of land recently brought into the City's UGA (and partially into city limits) and planned for mixed use – employment and regional commercial – thus consistent with the direction to focus growth to the west and south of the city limits, and facilitation of economic development. The alignment has been designed to minimize impacts to existing land uses and critical areas and would mitigate for unavoidable wetland loss, which is consistent with the environmental elements of the plan.

### 3.6.3 Vancouver Comprehensive Plan

The No Build Alternative would not require the use of the Sunset Oaks wetland mitigation site; therefore its consistency with the policies and goals of the *Vancouver Comprehensive Plan* is not an issue.

The *Vancouver Comprehensive Plan* is applicable to the project because the Build Alternative would require the use of the Sunset Oaks wetland mitigation site within the Vancouver UGA for wetland mitigation. Because there are no proposed changes to the land use or transportation facilities in the Sunset Oaks wetland mitigation site, only goals and policies from Environmental and Public Facilities elements would apply. The Build Alternative would be consistent with applicable goals and policies from those elements as it would protect wetlands and preserve and maintain open space at the Sunset Oaks site.

### 3.6.4 Clark County 2007-2012 Transportation Improvement Plan (TIP)

The SR 502 Corridor Widening project is not on the current TIP since SR 502 is a state-owned and maintained facility, rather than a county facility, which is what the TIP addresses. Although there is one TIP-programmed project within the study area, the No Build and Build Alternatives

would not interfere with that project, and therefore, both alternatives are consistent with the TIP plan.

### 3.6.5 City of Battle Ground Transportation System Plan 2005-2025

The No Build Alternative would be inconsistent with the City's TSP because it would not implement the project which is listed in that document. In addition, the project would not support the related goals listed in the TSP.

The Build Alternative would be consistent with the TSP because the project is listed in that document. It is also consistent with the goals of improving SR 502 consistent with the City's 50-year Vision and evaluating the speed and safety of the roadway.

### 3.6.6 Metropolitan Transportation Plan (MTP)

The No Build Alternative would be inconsistent with the applicable goals of the MTP as it would not maintain or preserve the regional transportation system, improve safety; increase capacity, reduce congestion, or improve transportation access for residents of Battle Ground and the surrounding area.

The Build Alternative would be consistent with the goals and policies of the MTP. The MTP lists the project as a regional priority corridor and project. A goal of the MTP is to provide an acceptable level of mobility and adequate access to locations throughout the region, and the Build Alternative would meet this goal. The project would also be consistent with other goals of the MTP, including maintaining, preserving and improving the existing regional transportation system, providing a safe and secure transportation system that allows for the movement of people and freight, and providing an acceptable level of mobility for personal travel and freight movement throughout the regional transportation network.

### 3.6.7 Washington Transportation Plan

The No Build Alternative would be inconsistent with the 2003-2023 *Highway System Plan* because the current plan identifies the existing system deficiency and the need for a widened SR 502 roadway in the study area.

The Build Alternative would be consistent with the 2003-2023 *Highway System Plan*. The plan identifies the existing or 20-year projected mobility highway capacity and mobility deficiency in the area and specifically lists the SR 502 Corridor Widening Project. Widening the facility would resolve the deficiencies identified in the 2003-2023 *Highway System Plan*. The project would also be in line with the identified Washington Transportation Plan priorities of preservation, safety and mobility. The plan is not listed in the 2007-2026 *Highway System Plan* because that document lists future transportation project needs and full funding and eventual completion of the SR 502 project was assumed.

### 3.6.8 State Transportation Improvement Program (STIP)

The No Build Alternative would be inconsistent with the STIP because the current STIP project priority list identifies the need to add lanes on SR 502 from NE 17<sup>th</sup> Avenue to the City of Battle Ground.



The Build Alternative would be consistent with the STIP because adding lanes is identified as a priority project in the current STIP.

### 3.6.9 City of Battle Ground Comprehensive Parks, Recreation, and Open Space Plan

Neither alternative would be inconsistent with the *Plan* because neither would conflict with the *Plan's* goals or policies.

### 3.6.10 Vancouver-Clark Parks and Recreation Comprehensive Parks, Recreation and Open Space Plan

The No Build Alternative would not require the use of the Sunset Oaks wetland mitigation site for wetland mitigation.

The Build Alternative would require the use of the Sunset Oaks wetland mitigation site for wetland mitigation and would be consistent with the *Plan's* goals and policies. The *Plan* includes a goal of being effective stewards of the land, with objectives related to developing and managing natural areas to protect and enhance significant natural resources, including sensitive habitats and native species. Mitigation at the Sunset Oaks wetland mitigation site would create/restore natural areas – specifically wetlands, which are a significant natural resource – providing habitat for sensitive species.

### 3.6.11 Shoreline Management Master Program

Because there are no shoreline resources subject to the Washington State Shoreline Management Act within the study area, neither the Washington State Shoreline Management Act nor the Clark County *Shoreline Management Master Program* is applicable to the project.

### 3.6.12 Plan Consistency Summary

In summary, the Build Alternative of the project would be consistent with all applicable plans except the *Battle Ground Comprehensive and Transportation Plan*. The No Build Alternative would be consistent with two plans, non-applicable to two plans, and inconsistent with six plans. Discussions with County and City planners confirm this finding. It was agreed upon by the city and state not to build sidewalks as part of the project.

The plans and regulations discussed throughout Section 3.6 have several goals that relate to the project and are consistent among the plans and regulations. Three of the main themes of the regulations and summaries of how the Build Alternative addresses them are as follows:

1. *Development of a multi-modal transportation system that facilitates movement of vehicles, pedestrians, bicyclists, and transit.* The Build Alternative would include sidewalk, pedestrian, and bicycle improvements that facilitate a transportation system which promotes a variety of modes of transportation. Improvements to the roadway would also facilitate movement of transit vehicles that connect residents of Battle Ground and Yacolt to Vancouver and the Portland metro area.
2. *Integration of land use and transportation projects to create a livable and vibrant community; facilitation of growth in strategic areas in compliance with comprehensive*

*plan designations.* The project is a major component of the City and County planned transportation networks and is integrated into the comprehensive plans, which designate areas of future growth. This project would facilitate the continuation of the commercial area at Dollars Corner. Lands adjacent to SR 502 and currently designated in the *Clark County Comprehensive Growth Management Plan 2004-2024* for commercial or mixed-use purposes would use SR 502 for access.

3. *Avoidance and minimization of negative impacts to environmental resources.* To the extent possible, the right of way alignment minimizes impacts to the natural resources near the project. Utilizing the existing right of way minimizes the overall “footprint” of the project, and reduces the amount of resource land that has to be converted to right of way. Impacts to wetlands would be mitigated at the Sunset Oaks wetland mitigation site and the Mill Creek North potential mitigation site if purchased by WSDOT.

## **4.0 Effects**

This section identifies potential effects and benefits to land use, relocations, farmland and public land conditions associated with the No Build Alternative and the Build Alternative. Effects and benefits are discussed in terms of temporary effects associated with construction activities, and long-term effects associated with the operation and maintenance of the facility or permanent changes resulting from the project. Indirect and cumulative effects of the project are documented in a separate report, *Indirect and Cumulative Effects Discipline Report* (Parsons Brinckerhoff, 2008d).

### **4.1 Temporary Effects**

#### **4.1.1 No Build Alternative**

The SR 502 Corridor Widening project would not be constructed and, therefore, no temporary effects and benefits would occur.

#### **4.1.2 Build Alternative**

Potential effects from construction would include traffic congestion, delays, reduced access, equipment noise, vehicle and work light illumination, and air and dust emissions to local residential and business structures. Construction related impacts would decrease in intensity as the distance between construction and a particular land use increased. These effects would be temporary and would likely vary along the corridor as construction proceeded. Once construction is complete, these effects would end and no long-term effects related to construction would be expected to occur to adjacent land uses. It is not expected that construction effects would preclude existing land uses from continuing altogether, but these land uses may be temporarily affected by the construction of the roadway due to traffic congestion and changed accesses around the existing uses – particularly those commercial uses where customers’ ability to access the business may be changed or inconvenienced.

There would be no temporary land use effects to the Sunset Oaks wetland mitigation site as a result of construction activities along the SR 502 Corridor because of its distance from the construction activities. There would be effects on adjacent residential uses caused by construction activities related to the restoration activities at the Sunset Oaks wetland mitigation

site, including reconstruction of the Curtin Creek channel, rehabilitation of the floodplain hydrology, and other enhancement activities, including equipment noise, vehicle emissions, use of the area for construction staging, and visual impacts to the natural setting.

## **4.2 Long-Term Effects**

### **4.2.1 No Build Alternative**

The SR 502 Corridor Widening project would not be constructed and, therefore, no long-term effects and benefits on land use would occur.

### **4.2.2 Build Alternative**

The primary long-term land use effects of the project would be the changes in land use that would occur as a result of the right of way acquisitions (including right of way area for the stormwater facilities adjacent to the roadway and potential acquisition of the Mill Creek North potential mitigation site) and relocations that would be required.

Exhibit 10 shows the approximate percentage of parcels and acres that would be reduced in size due to right of way acquisition by existing land use. Exhibit 11 shows this analysis by zoning designation. The total number of parcels expected to be reduced in size is between 140 and 160 parcels, which includes both partial and total acquisitions. Approximately 40 to 60 acres would be acquired for right of way under the Build Alternative. In addition, the 68 acre Mill Creek North potential mitigation site, currently used for agriculture with a single family residence, is being investigated for acquisition.

At the current level of design, 140-160 parcels are being investigated for right of way acquisition. Right of way would be required for roadway widening, paved shoulders, storm water detention ponds and treatment facilities, access control, and wetland mitigation. Additional right of way may be acquired in instances when a partial acquisition can make the remainder of a parcel unusable for an existing or allowed use by making it nonconforming in terms of lot size, lot coverage, or setbacks, or where displacement of a septic tank renders an entire parcel unusable because there is no where on the parcel to relocate the tank. The final amount of required right of way for the Build Alternative would depend on final design.

**Exhibit 10. Percent of Parcels Reduced in Size and Acres Acquired by Existing Land Use**

Existing Land Use	Build Alternative		
	Percent of Parcels Reduced in Size	Percent of Acres Acquired for Right of Way	Percent of Acres Acquired for Wetland Mitigation**
Agriculture	6%	15%	0%
Agriculture & Commercial*	1%	3%	0%
Agriculture with Single Family Residence*	35%	40%	100%
Church	2%	3%	0%
Commercial	15%	9%	0%
Commercial with Single Family Residence*	7%	10%	0%
Public Facility	0%	0%	0%
Single Family Residential	26%	15%	0%
Vacant	8%	5%	0%
<b>Total for all land uses</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Total (number)</b>	<b>140- 160 parcels</b>	<b>40- 60 acres</b>	<b>68 acres</b>

Notes: \*= Parcels within more than one primary land use

\*\*=The Washington State Department of Transportation only acquires mitigation land from property owners willing to sell; no land would be condemned for mitigation purposes.

\*\*\*=This includes the 68 acre Mill Creek North potential mitigation site

**Exhibit 11. Percent of Parcels Reduced in Size and Acres Acquired by Zoning Designation**

<b>Build Alternative</b>			
<b>County Zoning Designation</b>	<b>Percent of Parcels Reduced in Size</b>	<b>Percent of Acres Acquired for Right of Way</b>	<b>Percent of Acres Acquired for Wetland Mitigation**</b>
AG-20	3%	11%	0%
CR-2	20%	12%	0%
MX	4%	2%	0%
R-20	7%***	12%**	100%
R-10	2%	2%	0%
R-5	53%	52%	0%
R-5/CR-2*	2%	1%	0%
RC-1/CR-2*	4%	2%	0%
RC-1	1%	0%	0%
RC (City of Battle Ground)	4%	6%	0%
<b>Total for all zones</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Total (number)</b>	<b>140-160 parcels</b>	<b>40-60 acres**</b>	<b>68 acres</b>

Notes: \* = Parcels within two zoning designations. The portion of each of these parcels that fronts onto SR 502, and is thus under consideration for right of way, is zoned CR-2.

\*\* = The Washington State Department of Transportation only acquires mitigation land from property owners willing to sell; no land would be condemned for mitigation purposes.

\*\*\* = This includes the 68 acre Mill Creek North potential mitigation site

As Exhibit 11 indicates, most of the parcel acquisitions are within the R-5 zone, Clark County's low density residential zoning designation, followed by the CR-2 rural commercial zone. More than half of the parcels are currently used for residential purposes – many of which are jointly used for agricultural purposes. The 68 acre Mill Creek North potential mitigation site is located within the R-20 zone and would contribute to the acquisition of agricultural property for the Build Alternative; however, WSDOT only acquires mitigation land from willing sellers and would not condemn any land for mitigation purposes. At the current level of design, the total amount of land anticipated for right of way acquisition and the Mill Creek North potential mitigation site would be 110-130 acres.

At the current level of design, 47-63 relocations of commercial businesses and residences would be estimated to occur under the Build Alternative. Exhibit 12 shows the number, type and acreage of the displacements by existing land use, and Exhibit 13 shows this information by zoning designation.

**Exhibit 12. Percentage of Residential and Commercial Relocations and Percentage of Acres of Relocated Properties by Existing Land Use**

<b>Build Alternative</b>				
<b>Existing Land Use(s)</b>	<b>Percent of Residential Relocations</b>	<b>Percent of Commercial Relocations</b>	<b>Percent of Acres of Relocated Properties Needed for Project</b>	<b>Relocated Acres as a Percent of Total Acres in Land Use***</b>
Agriculture	0%	0%	0%	0%
Agriculture & Commercial*	0%	0%	0%	0%
Agriculture with Single Family Residence*	60%**	0%	37%**	9%
Church	0%	0%	0.0%	0.0%
Commercial	0%	84%	19%	6%
Commercial with Single Family Residence*	10%	16%	23%	10%
Public Facility	0%	0%	0%	0%
Single Family Residential	30%	0%	21%	5%
Vacant	0%	0%	0%	0%
<b>Total for all land uses</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>--</b>
<b>Total (number)</b>	<b>25-35 relocations</b>	<b>22-28 relocations</b>	<b>15-25 acres of relocated properties plus Mill Creek North site (68 ac)</b>	<b>5% of land in study area (374 acres)***</b>

Notes: \*= Parcels within more than one primary land use

\*\*= This includes the 68 acre Mill Creek North potential mitigation site as one relocation; however, since that parcel is only partially within the study area boundary, the acreage is excluded from the last 2 columns.

\*\*\*=Excludes acreage in existing right of way. Total project area is 432 acres including 58 acres of existing right of way.

**Exhibit 13. Percentage of Residential and Commercial Relocations and Percentage of Acres of Relocated Properties by Zoning Designation.**

Build Alternative				
County Zoning Designation	Percent of Residential Relocations	Percent of Commercial Relocations	Percent of Acres of Relocated Properties Needed for Project	Relocated Acres as a Percent of Total Acres in Zone***
AG-20	10%	0%	9%	4%
CR-2	7%	72%	20%	3%
MX	10%	0%	2%	2%
R-20	10%**	4%	20%***	13%***
R-10	3%	4%	3%	5%
R-5	57%	8%	42%	6%
R-5/CR-2*	0%	12%	2%	--
RC-1/CR-2*	3%	0%	2%	--
RC-1	0%	0%	0%	0.0%
RC (City of Battle Ground)	0%	0%	0%	0.0%
<b>Total for all zones</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>--</b>
<b>Total (number)</b>	<b>25-35 relocations</b>	<b>22-28 relocations</b>	<b>15-25 acres of relocated properties plus Mill Creek North site (68 ac)</b>	<b>5% of land in study area (374 acres)***</b>

Notes: \*= Parcels within two zoning designations

\*\*= This includes the 68 acre Mill Creek North potential mitigation site as one relocation; however, since that parcel is only partially within the study area boundary, the acreage is excluded from the last 2 columns.

\*\*\*=Excludes acreage in existing right of way. Total project area is 432 acres including 58 acres of existing right of way.

Slightly more of the relocations would be residential rather than commercial, and most relocations would be within the CR-2 (rural commercial) and R-5 (rural residential) zones.

The types of commercial properties which would be displaced include auto-oriented businesses such as a gas station, automotive stations, auto parts, and auto sales; businesses that cater to rural clientele such as a tackle shop, tractor sales, a feed store, and horse arena; businesses offering specialized services including electrical, woodwork, metal work, realty, tattoos, and barber; local retail businesses and food service businesses such as a restaurant and espresso stand.

Right of way impacts would also affect prime farmland soils and agricultural uses found in the study area. The amount of impacted soils is presented in Exhibit 14.

**Exhibit 14. Prime Farmland Soil Types and Percent Permanently Converted to Transportation Use**

Build Alternative			
Soil Type	Soil Rating	Percent of Prime Soil Present in Study Area	Percent of Prime Soils Permanently Converted to Transportation Use
Gee silt loam (GeB)	Prime	13.6%	24%
Hesson clay loam (HcB)	Prime	10.6%	27%
Washougal gravelly (WgB)	Prime	9.8%	4%
Tisch silt loam (ThA)	Prime if drained	14.4%	1%
Lauren loam (LeB)	Prime	1.6%	4%
Dollar loam (DoB)	Prime	40.7%	34%
Hockinson loam (HuB)	Prime if drained	9.3%	6%
<b>Total for all Prime Soil Types</b>		<b>100%</b>	<b>100%</b>
<b>Total (number)</b>		<b>393 acres</b>	<b>12-16 acres</b>

Clark County Office of Assessment and Geographic Information Systems

At the current level of design, 12 – 16 acres of prime farmland soil within the study area would be converted to a transportation use. Approximately 6 of these acres are within parcels currently being used for agriculture or agriculture with a single family residence. The calculations in Exhibit 14 include only areas that would be permanently converted to roadway facilities (pavement, sidewalks, bicycle lanes) and do not include areas of the study area where roadways already exist. The estimate also does not include private property acquired for the project that would not be used for right of way, including the mitigation sites and stormwater facilities. An additional 63 acres of prime farmland soil would be converted at the Mill Creek North potential mitigation site. There would be no effects to unique farmland or farmland of statewide importance. Because of the conversion of the 12 – 16 acres of prime farmland soil, the project is subject to the Farmlands Protection Policy Act and WSDOT must ask the NRCS to establish a farmland conversion impact rating score for the project. The score would be used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level, and would be documented on an NRCS form entitled “NRCS-CPA-106. The completed form would be attached to the EIS.

There are currently approximately 12 parcels in farm and agricultural use and 2 parcels in timber use in the study area that are enrolled in the county’s current use program. Approximately 3 to 7 acres of right of way from 12 agricultural parcels and 2 timber parcels would be required for the project. Through the final design process, efforts would be made to minimize the conversion of prime farmland to non-agricultural uses where possible.

Other long-term effects associated with the Build Alternative include modified and partial access for certain parcels. Access to SR 502 along the corridor from other roadways and private



driveways would be limited to right-in/right-out movements. Left turn movements for vehicles entering SR 502 between the signalized intersections would be accomplished by turning right onto SR 502 and making a u-turn at the first signalized intersection. The limited access facility would be implemented as part of the project and would affect the existing access of all parcels, changing access points for approximately 15-25 parcels. While the limited access facility might impose a slight inconvenience for those entering and exiting all of the affected parcels, it would not inhibit the land use of the affected parcels as they are currently being used nor as they are allowed to be used under the respective zoning designation; further it would enhance the safety of the corridor and reduce accidents.

The project would also affect parking in the study area, and 3-7 parcels would have reductions in the number of existing parking spaces. The expected change in access and parking is broken down by existing land use in Exhibit 15 and by zoning designation in Exhibit 16. Parcels that would have displacements are not included in the affected parcel listings in these exhibits.

**Exhibit 15. Percentage of Parcels with Access and Parking Restrictions by Existing Land Use**

Build Alternative			
Existing Land Use	Percentage of Parcels with Change in Access	Percentage of Parcels with Loss of Parking	Percentage of Parking Spaces Affected
Commercial	14%	50%	52%
Agriculture & Commercial*	4%	0%	0%
Agriculture	18%	0%	0%
Single Family Residential	14%	0%	0%
Agriculture with Single Family Residence*	41%	0%	0%
Commercial with Single Family Residence*	0%	25%	25%
Church	0%	25%	23%
Public Facility	0%	0%	0%
Vacant	9%	0%	0%
<b>Total for all land uses</b>	<b>11%</b>	<b>100%</b>	<b>100%</b>
<b>Total Number**</b>	<b>15 – 25 parcels**</b>	<b>3 – 7 parcels**</b>	<b>25 – 40 spaces</b>

Notes: \*= Parcels within more than one primary land use

\*\*=Parcel counts do not include parcels where displacements would occur

**Exhibit 16. Percentage of Parcels with Access and Parking Restrictions by Zone**

Build Alternative			
Zoning Designation	Percentage of Parcels with Change in Access**	Percentage of Parcels with Loss of Parking**	Percentage of Parking Spaces Affected
AG-20	5%	0%	0%
CR-2	23%	75%	77%
MX	0%	0%	0%
R-20	4%	0%	0%
R-10	0%	0%	0%
R-5	50%	25%	23%
R-5/CR-2*	0%	0%	0%
RC-1/CR-2*	4%	0%	0%
RC-1	0%	0%	0%
RC (City of Battle Ground)	14%	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Total Number</b>	<b>15 – 25 parcels**</b>	<b>3 – 7 parcels**</b>	<b>25 – 40 spaces</b>

Notes: \* = Parcels within two zoning designations

\*\* = Parcel counts do not include parcels where displacements would occur

Most access modifications would occur to parcels in the R-5 and CR-2 zones and are used for agriculture or agriculture with a single family residence. Change in access includes the following: closing one point of access; closing all access to SR 502; closing all access to SR 502 and providing access off another street; and narrowing certain access points. The limited access facility designs are included as part of the Build Alternative for the purpose of maintaining safety and the operational functions of the improved roadway. Limited access facility design for the study area would comply with WSDOT and Clark County standards, and it is expected that most parcels partially acquired would continue to have access to the transportation system, unless the residence or business on that parcel was displaced.

Most of the parcels affected by parking reductions are within the CR-2 zone. The types of businesses which would lose parking spaces include a café, an auto dealer, a fire station, and a commercial property. A single family residence would also have its parking reduced.

The Sunset Oaks wetland mitigation site would be affected through wetland mitigation activities. The Sunset Oaks site would directly benefit from the wetland and other natural resource enhancements associated with mitigation activities. The Build Alternative would result in roughly 8 – 12 acres of wetland impacts. Effects to protected resources are discussed in the *Final Water Quality / Surface Water / Floodplains / Groundwater Discipline Report* (Parsons Brinckerhoff, 2008c), and effects to wetlands are further discussed in the *WSDOT Wetland Delineation Report* (WSDOT, 2007b) and *Final Biology Discipline Report* (Parsons Brinckerhoff, 2008a).

There are five publicly owned parcels in the study area which would potentially be affected by right of way acquisition. Two of the parcels are owned by the State of Washington, one of which is vacant and the other has a single family residence. It is estimated that less than 1 acre of right of way would be required from the vacant, State of Washington-owned parcel. Two of the other parcels are owned by Fire District #11. The parcels are used for the fire station building and the parking lot for the fire station. The parcel with the fire station building would be affected through a loss of parking space. The amount of right of way needed for the parcels is unknown at the current level of design. The fifth property is owned by Bonneville Power Administration (BPA). WSDOT would get buy-in fees from BPA but the remainder of the parcel would be able to be used as it is currently used.

No publicly owned parklands would be affected by the project as there are no parkland resources within the study area.

## **5.0 Mitigation**

This section discusses potential mitigation measures that could be used to avoid or minimize effects to land use, relocations, farmland, and public lands. Potential mitigation measures are discussed for the temporary effects and long-term effects of the Build Alternative only.

### **5.1 Mitigation for Temporary Effects**

The following measures could be taken to avoid and minimize temporary effects to land use, relocations, farmland, and public lands. Measures include:

- Provide notice of upcoming traffic impacts to property and business owners in the study area on a weekly basis.
- Provide residents, tenants, and property owners in the study area with advance notice of potential access or utility disruptions as a result of construction activities

### **5.2 Mitigation for Long-Term Effects**

The following measures could be taken to avoid and minimize long-term effects to land use, relocations, farmland, and public lands. Measures include:

- Comply with all permit conditions of approval and/or mitigation measures
- Conduct all right of way acquisitions and residential and commercial relocations in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, as well as the Washington Relocation Assistance – Real Property Acquisition Policy. All affected property owners would be compensated for property rights acquired at fair market value and relocation assistance would be provided. The Uniform Act provides protection and assistance for people affected by the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a direct result of projects receiving federal funds, are treated fairly and equitably and receive assistance in moving from the property they occupy.

- Follow the substantive requirements of the applicable federal, state, and local land use statutes, including zoning and critical area regulations, to protect land uses, resource lands, and critical areas.
- Minimize the conversion of prime farmland to non-agricultural uses.
- The limited access facility would comply with WSDOT standards, and access to the transportation system would be maintained for most partially acquired parcels.
- The Sunset Oaks wetland mitigation site and the Mill Creek North potential mitigation site in the study area would be used as mitigation sites and would minimize negative effects to wetlands.

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## **Appendix A**

### **Purpose of Clark County and City of Battle Ground Zoning Designations**

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The following Clark County zoning designations are found within the study area. The purpose of each zoning designation, as defined by *Title 40: Unified Development Code*, is presented below:

**Rural 5 (R-5) (5 acres/dwelling unit)**

**Rural 10 (R-10) (10 acres/dwelling unit)**

**Rural 20 (R-20) (20 acres/dwelling unit)**

The Rural Districts (R-5, R-10 and R-20) are intended to provide lands for residential living in rural areas in the County as well as natural resource activities such as farming and forestry. R-5 refers to a required minimum lot size of 5 acres per dwelling unit, R-10 refers to a minimum lot size of 10 acres and R-20 to a minimum lot size of 20 acres.

**Agriculture 20 (AG-20)**

The purpose of Agricultural 20 districts (AG-20) is to encourage the conservation of farmlands or lands with the potential to be farmlands. Lands with that potential include those with the growing capacity, productivity, soil composition, and appropriate surrounding land uses for agriculture production.

**Mixed Use (MX)**

The mixed use district requires mixed use developments to provide the community with a mix of mutually supporting retail, service, office and residential uses. It promotes cohesive site planning and design which integrates and interconnects two (2) or more land uses into a development that is mutually supportive. It provides incentives to develop a higher-density, active, urban environment than generally found in a suburban community, and which is further expected to:

1. Achieve goals and objectives of the community framework plan and the comprehensive plan;
2. Enhance livability, environmental quality and economic vitality;
3. Accommodate and respect surrounding land uses by providing a gradual transition adjacent to lower density neighborhoods that may encircle a potential mixed use site;
4. Maximize efficient use of public facilities and services;
5. Provide a variety of housing types and densities;
6. Reduce the number of automobile trips and encourage alternative modes of transportation; and
7. Create a safe, attractive and convenient environment for living, working, recreating and traveling.

**Rural Commercial (CR-2)**

These rural commercial districts are intended to provide for the location of small businesses and services that are sized to serve the rural community. These commercial areas are located in areas designated as rural commercial on the comprehensive plan map either within rural centers (CR-2) or in other areas of existing commercial activity in the rural area outside rural

centers (CR-1). They should be designed to complement and support the rural environment without creating land use conflicts.

### **Rural Center District (RC-1)**

Rural center residential zones are to provide lands for residential living in the rural centers at densities consistent with the comprehensive plan. These districts are only permitted in the designated rural centers. Natural resource activities such as farming and forestry are allowed to occur as small-scale activities in conjunction with the residential uses in the area. Rural Center Residential zones are only allowed within Rural Center Districts.

The Sunset Oaks mitigation site is within the City of Vancouver's UGA but is zoned according to Clark County. Sunset Oaks is within the following Clark County zoning designation:

### **Single Family Residential District (R1-6)**

The R1-6 districts are intended to provide for higher single and duplex densities where a full range of community services and facilities are present or will be present at the time of development.

The following City of Battle Ground zoning designations are found within the City's UGA in the study area. The purpose of each zoning designation, as defined by *Title 17: Zoning*, is presented below:

### **Regional Center (RC)**

The regional center district is intended to provide for commercial development opportunities to serve the entire city and surrounding areas. These areas provide for a full range of goods and services necessary to serve large areas of the county.

### **Mixed Use - Employment (MU-E) (Future Zone where land is currently zoned MX)**

The mixed use employment district is intended to provide a mix of mutually supporting business and professional services, research, business, and corporate offices, retail and services, with the opportunity for residential as a subservient use on a project and district level (less than twenty-five percent of the total development).

The following zoning overlays are Clark County *Title 40* zoning designations but apply to areas within the City of Battle Ground's UGA:

### **Urban Holding District (UH-20) – Overlay**

The Urban Holding District is applied to protect certain lands within urban growth areas from premature development. The Urban Holding-20 acre zone (UH-20) is intended to be developed for industrial or office type nonresidential uses.

### **Urban Holding District (UH-40) – Overlay**

The Urban Holding-40 acre zone (UH-40) has the same purpose as UH-20 except that the area is intended to be developed for industrial or office type nonresidential uses and retention in larger lots will ensure the site is adequate in size to accommodate major industrial or office campus developments.

## **Appendix B**

### **Purpose of Clark County and City of Battle Ground Comprehensive Plan Designations**

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The study area is within five different Clark County Comprehensive Plan designations and one overlay. The designations include three rural, one agricultural and one rural commercial. The County's comprehensive plan defines these 20-year plan designations as:

**Agriculture Lands**

These lands have the growing capacity, productivity, soil composition, and surrounding land use to have long-term commercial significance for agriculture and associated resource production. This designation is implemented by the Agriculture (AG-20) base zone.

**Rural Lands (Rural-5, Rural-10, Rural-20)**

The Rural Lands designation is intended to provide lands for residential living in the rural area. Natural resource activities such as farming and forestry are allowed and encouraged to occur as small scale activities in conjunction with the residential uses in the area. These areas are subject to normal and accepted forestry and farming practices. The Rural 5, 10 and 20 base zones implement this designation.

**Rural Commercial**

Rural Commercial districts are located in rural areas outside of urban growth boundaries in existing commercial areas and within designated Rural Centers. These areas are generally located at convenient locations at minor or major arterial crossroads and sized to accommodate the rural population. Rural commercial areas are not intended to serve the general traveling public in rural areas located between urban population centers. Rural commercial areas within designated Rural Centers are implemented with the CR2 base zone. Existing commercial areas outside of these Rural Centers are implemented with the CR1 base zone.

**Industrial Urban Reserve - Overlay**

Areas designated as Industrial Urban Reserve Overlay are intended for future urban industrial development and are implemented by the UR-20 and UR-40 base zone.

The Sunset Oaks mitigation site is within the City of Vancouver's UGA. Sunset Oaks is within the following City of Vancouver comprehensive plan designation:

**Urban Low Density Residential**

This designation provides for predominantly single-family residential development with densities of between five and ten units per gross acre. Minimum densities will assure that new development will occur in a manner which maximizes the efficiency of public services.

The study area also includes an area at its eastern boundary that is within the City of Battle Ground's Urban Growth Area (UGA). There are currently two City of Battle Ground comprehensive plan designations within that portion of the study area. Their purposes are described below:

**Mixed Use Employment (MXE)**

The mixed use employment designation is intended for mixed use opportunity with an employment emphasis.

**Regional Center (RC)**

The regional center designation is intended is a commercial center serving large areas of the county.